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**FISCAL IMPACT STATEMENT**

**LS 6681**

**BILL NUMBER:** HB 1354

**NOTE PREPARED:** Dec 20, 2010

**BILL AMENDED:**

**SUBJECT:** Complete Streets Guidelines.

**FIRST AUTHOR:** Rep. Dembowski

**FIRST SPONSOR:**

**BILL STATUS:** As Introduced

**FUNDS AFFECTED:**    **GENERAL**  
                          **X DEDICATED**  
                          **X FEDERAL**

**IMPACT:** State

**Summary of Legislation:** The bill requires the Indiana Department of Transportation (INDOT) to do the following:

- (1) Adopt guidelines for INDOT projects regarding street design that enables safe, comfortable, and convenient access for all users (Complete Streets Guidelines).
- (2) Include a requirement to comply with Complete Streets Guidelines in INDOT contracts entered into after December 31, 2011.
- (3) Include Complete Streets Guidelines in INDOT's approved design manual.
- (4) Report to the General Assembly on INDOT's progress in incorporating Complete Streets Guidelines into manual and projects.

**Effective Date:** July 1, 2011.

**Explanation of State Expenditures:** INDOT may incur some additional one-time costs developing guidelines that incorporate Complete Streets into the planning, design, construction, reconstruction, or improvement of a state highway or other roadway. Also, INDOT will incur minimal cost to report to the General Assembly on the guidelines and annually on the status of projects.

The fiscal impact of implementing the Complete Street Guidelines will be the cost of modifications to plans, design, construction, reconstruction, or improvement to meet the guidelines. It will also depend on whether the project may be excluded from the Complete Streets Guidelines under the bill. After December 31, 2011, INDOT will include in its contract requirements to use Complete Streets Guidelines developed by INDOT. The funds affected are the State Highway Fund and federal highway funds.

*Background Information:* A complete street is a highway, street, or other roadway that is designed and operated to enable safe, comfortable, and convenient access for all users, which may include pedestrians, bicyclists, public transit users, children, older individuals, motorists, and individuals with disabilities.

The exclusions from guideline use allowed in the bill include roadways that prohibit pedestrian or nonmotorized usage, disproportionate costs compared to the benefits as determined by INDOT, and demonstrated lack of present or future need for complete streets.

**Explanation of State Revenues:**

**Explanation of Local Expenditures:**

**Explanation of Local Revenues:**

**State Agencies Affected:**

**Local Agencies Affected:**

**Information Sources:**

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